

OC 482

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25X1A

COUNTRY Czechoslovakia

REPORT NO. [REDACTED]

TOPIC Otokovice Airfield

EVALUATION [REDACTED] 25X1A

PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT May 1948 to September 1950

DATE OBTAINED [REDACTED] 25X1A

DATE PREPARED 24 August 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

REFERENCE COPY

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1. An airfield, about 1x1.5 km is located south of Otokovice (P 50/O 11), just east of the March River. There was a concrete taxiway, about 20x100 meters, which led to the hangars in the eastern section. *
2. Installations located in the eastern section of the field included:
 - a. An air terminal which was also used as a flight control and weather station.
 - b. Two hangars, each about 30 to 40x100 meters, with brick foundations, wooden superstructures and corrugated metal roofs. Aircraft of the type Zlin-22 which were to be test flown at the field were parked there.
 - c. Three wooden hangars on the field were utilized by the Zlin (P 50/O 21), Napajedla (P 50/O 10), and Horonin (sic) Aero Clubs. The hangars had large glass windows and could hold about seven or eight aircraft of the Zlin-22 type.
 - d. An engine repair shop, a brick building about 15x50 meters, equipped with several test stands. About 30 laborers were employed there.
 - e. Two aircraft engine storage, brick buildings, each about 8x20 meters.
 - f. Several settlement houses or villas, used as quartering facilities for pilots. *
3. Fuel arrived in tank trucks from the Prostne (P 50/O 11) underground gasoline dump, about 8 km away.
4. Since 1 May 1949, a large radar wired screen, about 1.5x1.5 meters, has been fitted on the roof of the flight control building. The airfield was not guarded and could be entered without a pass. Only the repair shop and the engine storehouses were off limits and guarded by armed factory police.
5. About 18 pilots were stationed at the field. Chief pilot was Jarmila Kracova, about 27 years old, who had formerly worked in the hosiery department of the Bata Plant. The field was used by civilian aircraft of the Zlin-22 type from the Zlin Aircraft Plant, and by aircraft of air sports associations. Except for two Dakota DC-3s, three Aero-45s, and planes of the air sports associations, no other aircraft were permanently stationed at the field. The hangars were usually occupied by a number of Zlin-22s planes of the Zlin Aircraft Plant which were to be test flown at the field.

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6. Aircraft of Dakota DC 3, Aero 45, and Sokol MLC types were used for long distance flights. Since 1949, the Dakotas have been equipped with radar sets. A hook protruded from the front of a bulge about 60 cm long, fitted under the fuselage. The Aero-45 was a four-passenger plane which has been manufactured in the Prague Letov Plant since 1948. The Sokol MLC was also a four-passenger plane which has been produced at Letov Plants in Prague and Pilsen since 1949. The Zlin-22 was a light metal plane and the latest version of a four-seater Zlin model, manufactured in the Zlin Aircraft Plants. The improved type was put into operation on 1 May 1950. Ten planes of this type were allegedly manufactured weekly. The plane was fitted with a 105 HP Mikron type in-line engine. ** The Kondor 4 glider with which the aero clubs are equipped has a wing span of about 13 to 14 meters and a length of about 7 meters. ***

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* [REDACTED] The former Zlin Aircraft Plants were redesignated Avia Plants Ostravice. The Zlin-22 aircraft model was developed there after the Czechoslovakian Air Force industry was nationalized in 1945. The plant, which is rather small, is suitable only for the manufacture of trainers and sports planes. The Aero-45, which is well known, is being manufactured in the Letov Plant in Prague-Letnany. The Sokol MLC has been replaced by the improved MLD. No information is available on this plane. Previously, the Zlin-22 plane was known to be an all-wood construction. No confirmation has been received that it is now built of light metal. A weekly output of ten planes is believed to be exaggerated.

1 Annex: 1 - sketch on ditto.

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